



**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

GENERAL COUNSEL

1200 New Jersey Ave. S.E.
Washington, D.C. 20590

November 5, 2009

Catherine A. McMullen
Chief, Disclosure Unit
U.S. Office of Special Counsel
1730 M Street, NW, Suite 300
Washington, DC 20036-4505

Re: OSC File No. DI-08-2225

Dear Ms. McMullen:

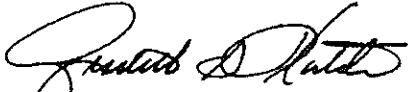
This letter responds to your October 8, and November 4, 2009, emails concerning the status of corrective actions at Newark Air Traffic Control Tower described in Secretary LaHood's October 14, 2009 letter to the Associated Special Counsel concerning disclosures made by Raymond Adams, an air traffic controller at Newark Air Traffic Control Tower.

FAA implemented Converging Runway Display Aid (CRDA) technology at Newark on October 26, 2009. NY TRACON, via Notice N90 N7100.919, transmits procedures for use of CRDA to all controllers and supervisors. It provides instructions for appropriate spacing and hand-offs for final vector to runway 11. This Notice is Attachment 1.

Prior to implementing CRDA, FAA issued an October 21, 2009, Safety Risk Management Decision memorandum. The memorandum indicates that FAA split the position responsibilities into two components, which would not introduce risk into the National Air Space. Specifically, FAA implemented the use of CRDA at New York TRACON in an effort to reduce the frequency of go-arounds at Newark when aircraft arriving on intersecting runway 22L conflict with aircraft arriving via runway 11, an intersecting runway. CRDA predicts the flight path of aircraft arriving via runway 11 and projects a "ghost" target of that path onto the runway 22L flight path, thus "staggering" New York TRACON aircraft entering Newark's airspace. In addition, FAA created a new position, the sole function of which is to vector runway 11 arrivals using CRDA in order to ensure that CRDA would not increase the workload of other controller positions. The Decision Memorandum is Attachment 2.

Please don't hesitate to contact me if you have further questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Judith S. Kaleta". The signature is fluid and cursive, with the first name being the most prominent.

Judith S. Kaleta
Assistant General Counsel for General Law

Attachments

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N90 N7100.919

NY TRACON

Effective Date:
October 26, 2009Cancellation Date:
October 1, 2010**SUBJ:** Procedures for Use of Converging Runway Display Aid (CRDA)

1. **Purpose of this notice.** This notice transmits procedures for use of CRDA.
2. **Who this affects.** Newark (EWR), Traffic Management Unit (TMU), Supervisors' Committee, National Air Traffic Controllers Association, Staff Officers, NY TRACON Training Department, Raytheon; and System Support, Eastern Service Area.
3. **Where you can get a copy of this notice.** A copy of this notice can be found on line at S:\N90 Procedures\Current Notices\Procedures for CRDA.
4. **Action.** Control personnel will receive a mandatory briefing on this notice.
5. **Background.** CRDA is a computer algorithm that determines the distance of, for example, a RWY 22 arrival from a reference point. It then places a "ghost", or a reflection of the parent aircraft, on the RWY 11 final at a pre-determined distance from the RWY 11 reference point. Using the ghosts, controllers can predicate the RWY 11 final on the RWY 22 final.
6. **Procedures.**
 - a. The Yardley (ARD) controller will hand off the RWY 11 arrival to METRO, descending to 5,000', on a heading towards Dover.
 - b. METRO will hand off the arrival to RWY 11 Final Vector (FV), descending to 3,000', on a heading to enter RWY 11 FV designated airspace (see paragraph 7).
 - c. RWY 11 FV
 - (1) Has control for turns to headings that will enter RWY 11 FV airspace.
 - (2) Works any RNAV (GPS) RWY 5 and NDB RWY 5 approaches to Morristown (MMU).
 - (3) Controls releases of MMU RWY 23 departures.
 - d. For the CRDA application to be successful, the aircraft landing RWY 11 must be on or up to ½ NM behind the ghost of the aircraft landing RWY 22L/R. If the desired spacing reference the ghost cannot be achieved, permit the aircraft to continue the approach.

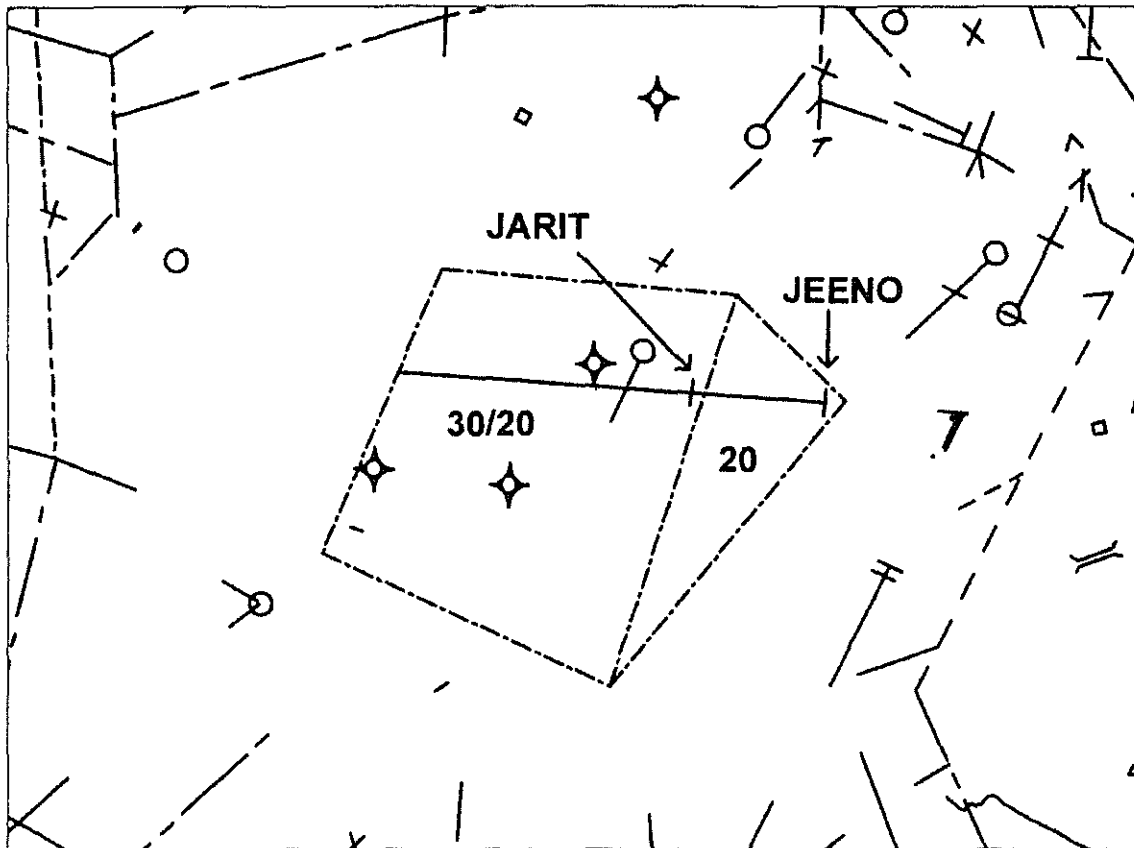
Distribution:
N90 Personnel, SUPCOM, NATCA, N90 Training Dept, ESCInitiated By:
SM-AP

e. Ghosts will be generated when the parent aircraft is in the capture box, below 5500', and in arrival status to EWR. A controller who identifies a VFR aircraft within that box must enter an N90 destination in scratch pad to take it out of EWR arrival status, or it will also produce a ghost.

f. CRDA entries:

- (1) F7, N2 S, Enter – Turns on configuration (done at NOM desk).
- (2) F7, N2 D, Enter – Turns off configuration (done at NOM desk).
- (3) F7, N, Enter – Displays CRDA status in SDA.
- (4) F7, ND, Enter – Turns on CRDA at the display.
- (5) F7, ND, Enter (again) – Toggle of F7, ND turns CRDA off at the display.
- (6) F7, NL, Leader direction, Enter – Changes leader on ghost.
- (7) F7, N, Slew, Enter – Turns on/off an individual ghost.

7. RWY 11 Final Vector Airspace.



Jeffrey D. Clarke
Jeffrey D. Clarke

Air Traffic Manager, New York TRACON

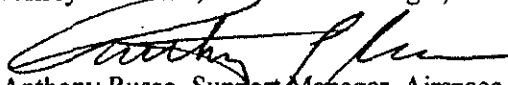


Federal Aviation Administration

Memorandum

Date:

To: Jeffrey D. Clarke, Air Traffic Manager, New York TRACON
OCT 21 2009

From: 
Anthony Russo, Support Manager, Airspace and Procedures, New York TRACON

Prepared by: Robert Riedel, Support Manager, New York TRACON

Subject: Safety Risk Management Decision Memorandum (SRMDM) for a New Sector in Newark Area.

National Airspace System (NAS) Change:

Currently, aircraft arriving RWY 11 at Newark (EWR), when the primary arrival runway is RWY 22L, are worked by the METRO sector. METRO also works overflights and satellite arrivals. In an effort to reduce the frequency of go-arounds on RWY 22L due to conflicts with RWY 11 traffic, New York TRACON (N90) is adopting the use of Converging Runway Display Aid (CRDA) to predicate the RWY 11 final on the RWY 22L final. Since the workload of vectoring aircraft to match a ghost would be too great for METRO, given that position's other responsibilities, we are establishing a new position whose sole function is to vector the RWY 11 arrivals to match the ghost targets generated by CRDA.

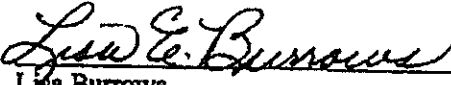
Rationale for not requiring further SRM analysis:

This new position will alleviate the workload of the METRO position and provide a dedicated final vector position for RWY 11. It will also reduce go-arounds due to conflicts on RWY 22L and add to the efficiency of the EWR Area. Essentially, we are splitting the position responsibilities into two components, working within existing airspace boundaries. In accordance with SRM Manual Version 2.1 this sector will not introduce any credible safety risk to the National Air Space (NAS).

We, the undersigned, assure that the change described above does not introduce any safety risk into the NAS.

Signatures(s):

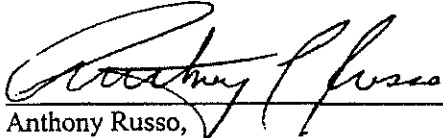
Reviewed by:



Lisa Burrows
Safety Risk Management Specialist,
Safety Assurance Group
Eastern Service Center

10/21/09
Date


Submitted by:



Anthony Russo,
Support Manager, Airspace and Procedures
New York TRACON

10/21/09
Date

Concurred by:



Jeffrey Clarke
Air Traffic Manager,
New York TRACON

10/21/09
Date